E. B. Stahlman Answers an Article in the Appeal Touching the Necessity for a Railroad Commission.

And by Tabulated Statements Proves that the Farmer and the Planter Have the Best of

The Railroads so far as Charges are Cencerned, and are Greatly Hene

Unier the above head the Memphis Appeal of Aug. 21, publishes a lette written by Mr. E. B. Stahlman, Nashrille, in answer to an Appeal editorial of some days age, charging Tennessee Railroads with a desire to charging oppress the "truck farmers" of Georgis by exacting, exherbitant rates of transportation on melons to the West and also charging an attempt to crippe the work of the Georgis Railway Commission. Mr. Stahlman, who is an ible and well informed sailroad man, n an exhaustive paper supplied with valuable statistics and facts, shows that extraordinary exertions have een made by all the woads to keep he "truck farming" interest of the entire South-that the average rates harged now ere no greater than in fomer wears—that rapid trains are being run at largely increased expense o the roads, and that large investments, aggregating a dealf million dollars have been made in refrigera tors and wentilated cars to thandle this perishable traffic in a satisfactory

He shows also by dicborate and complete tables that while the Georgia plants, apon the product of one acre of ground, worth not exceeding thirty of ground, worth not exceeding thirty dollars makes a net profit of \$100 to \$200 pc acre, the railroads, upon an enormous investment aggregating millions o dollars, realize a net profit of only ten to twelve dollars for carrying the product of this one acre to market, the paper and exhibit is valuable in shoring what a small percentage of the grofit in the business really goes to the railroad, and how thoroughly groundless the stereotyped charge of extortion, etc., etc. The enerly appreciated, but want of space forbide more than a synopsis. Upon the quetion of "truck farming" l'ennessee he savs:

Your article, by implication chargesthe railroads with discrimina tion as extortion against the "truck farmers" of this State, and intimates that alluilway Commission is necessary to potect their interests.

With Tennessee as with Georgia, the rail bade have done much to stimulate trick farming. Nothing has been let undone which-could be done to help promote the interest of the farmer rates were made low and gradually reduced. There has been no advance in rates from Tennessee to any point since the traffic first began. I append herewith the HATES FROM TEMBESSEE

producing sections to Western comsuming parkets upon all classes of embraces such products as grapes, berries, plum, etc. Second class, such as beans, peas, pears, peaches, etc. The third, or lower class, embracing potatoes, otions, cabbages, cucumbers, apples, melins, etc., is not given, for the reason that no change in rates either up or down has been made within the ast two years. For the two classes upon which there has been a change I give the figures as follows:

risville, Ey., 1881. incinnati. @ . 1884 ndianapolis, Ind., 1883. Indianapolis, Ind., 1884. Inicago, II., 1883. Inicago, II., 1884...... From Nashville, Tenn., to Louisville Ky. lianapola Ind., 1883... lianapolia Ind., 1883... hicago, Ill. 1883

om Memphis, Tenn., to- 1st Close 2d Clas

Chicago, Ill., 884. To compare further would call for much labor and space; suffice it to say, that rates from all points in Tennessee, including interior or so-called local points, were reduced in like pro-

Without going further, I am persuaded fair-minded men will concur with me in saving:

That the railroads of Tennesse did encourage capital to be invested in "track farming" in the South generally and that this support has not been withdrawn. 2. That no prohibitory tariff of rates

has been asked or exacted. That no efforts have been made by Tennessee roads to cripple the work of the Georgia Commission. 4. Tist the traffic will bear a much higherrate of freight than is being

5. That the Georgia Railway Commission, even with the friendly co-operatiot of Tennessee roads, is power-less to ontrol the rates of traffic destined fr points beyond the Georgia

6. Tat the "truck farming" interest of Teniessee has been better protected wihout a Railway Commission than tle "truck farming" interest of Georgi with a Railway Commission. Wha is true of "truck farming"

Tennesee is true of every other interest. Tennessee railroads must and will hip build up, they cannot afford to teardown.

Andthis brings me to a concluding The stereotyped cry of grinding

phoolies, soulless corporations, discrimintions extortions etc. so prevalent s the weapon of the demagogue, shoul find no sympathy or encouragemnt with fair-minded people. The press f the State, especially able and enlighened, should rebuke the miserable sirit which these political hucksters re trying to fan into a flame. We ar all Tennesseans: we must live togethe and should work together for the comon weal.

Tenessee is to the South what Pennsylvaia is to the East. In combined timbe, agricultural and mineral resource, she surpasses any State in his Anerican Union.

Pensylvania has no railway commissios and wants none. Her great railrods are reaching out in every nook nd corner of the State, with brances and extensions for the developient of her vast fields, and capitalists rom abroad are doing likewise. A conparative statement of railway milear for Pennsylvania and Tennes

see to Jan. I, 1883, shows the following, namely Total Line. Miles of Track ennsylvania... BAILEOAD CONSTRUCTION IN 1883.

construction in Tennessee being attributable and confined to unfinished branches, the building of which were contracted for prior to the passage of sign bill. It can

be stated as a fact that with fifty-thr new charters granted since 1881 not a single mile of new track is being laid in the State to-day. As to rates of transportation in the two States, it is a fact that the Pennsylvania roads are a fact that the Pennsylvania roads are charging even higher rates on the product of Pennsylvania than is being charged by Tennessee roads on the products of Tennessee, and yet the men who should dare advocate a mandatory radway commission in Pennsylvania would be drammed out of the legislative halls. The people there want no railway commissions; although the railway track mileage of the State is nearly 500 per cent greater than the mileage of Tennessee, they are still crying for more, because they lmow more railreads mean in creased development and greater pros-perity. Tennessee roads want no quarrel with her people; they want instead the most perfect harmony and co-operation in a joint effort for the promotion of the general good and de-velopment of the wast resources of the State. The roads and the people are bound together in a common interest a common destiny; what sids one will benefit the other. Let us, therefore, as Tennesseams, bury this spirit of hostility in our midst and revive the work of development. The press of the State has a solemn duty form; let it be performed with an unc tion such as the chronic office-seeke and demagogue will not be apt to mis

ASKING TOO MUCH.

A Democratic Caper Which Cannet De fend an Coworthy and Unfit

Savage's Tullshoma Harmagu Judged by the Standard of Decency and Propriety.

Favetteville Observer. We have always been loyal to the Democratic party; have always supported its nominees and defended the atterances of its candidates, in se far as we could do so without being recreant to our firty as a citizen of the State.

Col. John H. Savage is one of the Cailroad Commissioners, by appointment of the Governor, and one of the nominees of the Democratic party of the State for Beilroad (Commissioner. His duties under the act creating the commission are of a indicial nature. and, therefore, non-partisan; and we had supposed that Col. Lavage, in the performance of his duties and in his appeals to the people for support, would govern himself by those ruses of propriety becoming one occupying and aspiring to a judicial position. this it appears that we were mistaken In a speech made at Tulkhoma, on the 12th inst., during the sitting of the Congressional Convention, as reported in the A nerican, he transcressed all rules of decency and propriety. made a harangue that would be worthy the lowest professional poli-tician in the land, and if he is correctly reported his speech showed conanworthy the position to which he is aspin no.

We have not space to give the whole speech as reported, but a few extracts will suffice. He said: "As soon as the railroads come down from the lofty stand they have taken, and acknowledge that they stand the same before the law as anybody else, then he was willing to cease war against them." In this sentence Col. Savage assumes that the railroads do not "acknowledge" that they stand the same before the law as anybody else. The Colonel states no facts in support of this declaration, which was probably made for the sole purpose of exciting a prejudice in the minds of ignorant voters. He also admitted in the above extract that he is waging a war against the railroads? What right has a railroad commissioner to wage a war against railroads? The act creating the Commission confers no such right or duty. His duty is to hear complaints, hear proof and to decide justly and impartially all matters submitted to him. A partisan Judge is

no better than a corrupt one. Again he is reported as saving to the delegates of the Congressional Convention: "He charged the delegates that they should never give any man who had been a railroad attorney any office." Without stopping to remark upon the impropriety of Col. Savage dictating to or obtruding his advice upon a convention to which he was not a delegate and in which he could have no business, we will say that it is difficult to determine whether this utterance was not inspired by demagoguery. Have not the railroads a right to be represented by an attorney? How can they be represented before the courts and before the Railroad Commission except by an attorney? Why would Col. Savage deny to railroads what the law justly concedes to every association of persons, the right to be heard by counsel? Has not a lawyer the right to transact legal business for a railroad as well as for anybody else? Why punish the lawyer who performs egal service for a railroad company Does not his professional duty require of him to represent a railroad company as well as other litigants in the courts and before the Railroad Commissioners? It seems that Col. Savage, instead of being governed by the law creating the commission, would deprive the railroads of the only right conferred upon them by that act, that is of being heard before Col. Savage's commission by counsel. But we need not enlarge upon these utterances of this judge who sits upon the Railroad Commission; the bare reading of them is sufficient to condemn them in the minds of all fair-minded men.

Is the Democratic party of Tennessee to be held responsible for the utterances of Col. Savage? We will have more to say on this subject hereafter.

Simplifying Matters. Hartsville Sentinel. If the courts keep on trimming down the functions of our Railroad Commission soon they will have but little else to do than draw their salaries. As this is about the size of it Countroller constitute this commisanyway, the courts are simplifying sion, with a small addition to their matters very considerably.

THE INDUSTRIAL INTEREST. A Railroad Commission Neither Necessary Nor Desirable. No Conflict Between the Reads and the Rusiness Public.

The Farmer's Safeguard Against Oppressive Charges.

The Southern Lumberman, from

which the following is clipped, represents one of the largest interests in

We have taken considerable pains to obtain the calm and quiet views of the saw-mill men and lumber dealers, as well also those of prominent business men representing nearly every industrial interest, concerning the peomosed Termessee Raifroad Commis sion, and find that they agree with wonderful unanimity that a commission is neither necessary nor desirable We learn that there is no conflict in this State between the roads and the business public as a body, and no serious complainture made in any locality that have not, or cannot be, adjusted by presenting the cause of complaint in a proper manner to the proper persons. Lailroads, like every other business, are run for money—a profit upon the investment and a their profits are derived from the people it is obviously to their interest to cultivate a friendly feeling to increase their trade. The managers, officers, and employes are daily brought into contact with every class of people, from the highest to the lowest, from the trampto the millionaire, with a considerable eprinkling of editors anti preachers, and a shower of cranks it is a smatter of profound astonishment that they give such general satisfaction as we find. At is said that the commission is in

tended to prevent discrimination and extortion. We do not comprehend extortion. We do not comprehend he with the roads can seriously oppress us when it is impossible for them to take from us any right or privilege we suppose they charge up sixteen cents ter lumber from Lebanon, Wurfrees boro, Franklin or Gallatin to this sity, and then transport the samelumber from here to Montreal-three huntired times the distance-for thirty sents, who is injured? We have the same turnpikes, in as good condition as before the roads were built, mules and wagons are about as cheap, and pike tolls much less than formerly; so, rather than submit to "extertion, have "our hard earnings wrung from us by oppression," we had much bet-ter fall back on the good old wagon and team plan of our fathers. There are many sections of the State-of Ten see where new railroads are imper stively demanded-must be built, and that soon, or they will fall so far behind the other portions of the State that they can never regain their

Is it just to the citizens of these sec tiens that we, who enjoy the blessings of railroad connections, by establishing a hostile commission forevendebar them from enjoying the same bless-ines? That, indeed, would be class legislation of the most burtful kind that would discrimate in favor of the weelthy sections of the State, which possess all the transportation facilities they need, to prevent the poorer sections from ever securing the same advantages. The fact has been demon-strated, and admitted, that, should the proposed commission be established and invested with power to regulate the operations of the railroads in the State, no capitalist, either native or foreign, would risk his means in their investment, and railroad construction would sease in this State, and that, too, at a time when a large proportion of the best and most progressive citizens of the State are bending every energy to secure railroad connections for their respective sections. It would be an outrage upon their rights and liberties to frustrate their honest endeav-

ors to benefit themselves and their sections in a legitimate manner. The Baltimore Manufacturers Record, reviewing the statements and fignres given in Poor's Railroad Manual, the advance sheets of which have just been issued, makes the following state-

ment, based upon the actual figures: 'The aggregate railroad mileage the whole country is now 120,552 miles, against 87,782 miles in 1880, showing an increase of 37.5 per cent. while the total capital is \$7,495,471. 311, as compared with \$5,425,722,560 as the amount of capital given by the census of 1880. It is, however, to the South's position that we desire more

especially to call attention. ¹'If we take the four-year period from 1879 to 1883 it will be found that the development of the South's railroad system during that time was very rapid, and the statistics will show a most gratifying progress; but if we were to examine closely into the present condition of railroad building in the South we would find that, in a number of the States where most unust and arbitrary laws have been enacted for the control of railroads, capitalists have sensibly refused to to risk their money in enterprises the control of which is taken from them by law, and that railroad building is therefore very slack."

A USELESS COMMISSION. Tennessee Cannot Afford to Hamper Her Roads by Unnecessary Warfare. Columbia Herald.

From all we can learn the Railroad Commission bill is growing more unpopular, and will likely be repealed by the next Legislature. It is wrong in theory, inefficient and harmful in practice, and has already been declared unconstitutional by the Federal Court, and we can see no reason for continuing it in force and paying large salaries to the Commissioners. while they are doing nothing, under the injunction of the court. Our platform calls for a commission of some kind, and we believe there should be one, but instead of giving it absolute power, combining the functions of counsel and judge, we think that an advisory commission, with power to hear and investigate all complaints against railroads, and in their own name, bring suits in all cases of oppression, would accomplish much more good and e more acceptable to the people. And under this, why not have the Governor, Secretary of State and salaries instead of paying large sala- end of the State to the other.

ries to other men to act as con this commission a report to each session of the Legislature of abuses or ession by the roads, and sugge necessary legislation to corre stion to corre such oppression if the existing laws are inadequate. We believe many, if are madequate. We believe many, it not most of the complaints against the roads are from misunderstandings, or accidental, or unauthorized acts of agents, which the roads would sat islactorily explain or correct upo their attention being called to the trouble. The lear upon the part of the roads of an unfavorable report from this commission, bringing down upon them stringent legislation. any desire to de wrong. Our rail are of such great advantage to the State, and their interests are so closely identified with her prosperity, that we cannot afford, aside from a question of right, to hamper and injure the by an unnecessary warfare. A LENSON FOR TENNESSEE.

Georgia Farmers Beceiving no AM from

The Chattanooga Times, referring to the complaints made by farmers and truckmen in Southern Georgia that on account of high rate of freight and the greed of middle men they have been unableto ship their products to Northern markets without loss, says: And this moves us to inquire: Why does not the Georgia Raffroad Commission protect the track farmers against these exactions? Why does it allow this great interest to be broken down? If it be answered that nearly all the shipments of melons, etc., are to points beyond the State and there fore not under the supervision of the Commission, we ask further wha producing interests of Georgia? Nine-ty percent, of these products on which farmers and planters except to realize profits are sent beyond the State lines. if railroads may make up for lo local freights prescribed by the Com-mission by imposing extortionate mates on products going out of the tate where does the gain of the preducer-come in as a result of the Commission's supervisory power?

If we apply these facts and define tions to our affairs here in Tennessee

we shall not thereby encourage farm-ers of this State to expect great advantage from placing the management of mission. The local schedule prop by our commission fixed rates on farm products about 25 per cent. higher than those enforced by the Georgia commission, thus putting our people at a fiecided disadvantage. If any commission in the country could have achieved success in supervising the mmission should have succeeded But the facts are the other way. The meater portion of the press of the stermeddling has about brought the projection of new lines to a standstill. faile it has not encouraged the exten sion of old ones. There is abundan proof that while the city of Atlanta has been considerably profited through the operation of commission rates, the State at large has not, on the whole, been served as cheaply by the roads as before the commission undertook heir direction.

There is no basis of sound reasonfor a State Commission upon. They cannot interfere with destined for points beyond the State's jurisdiction. Whatever concessions they force from the roads on local business is gotten back from local shippers by increasing rates on goods going out or coming into the State. It only results in taking more descriptions of the state of rates fixed in their State on cargoes only results in taking money out one railroad till and putting it back The people in another railroad till. who pay the piper are not besefited the privilege of paying several thousand dollars a year as salaries and expenses of a commission may be rated

In the case of Tennessee, the shippers on her roads had no right to expect anything of the Commission but that which has happened. The law of their creation was a hotch-potch of crudities and compromises, and was pronounced worthless by our best lawyers. The gentlemen chosen to enforce this law and act as umpires in the delicate and difficult relations between shippers and railroads was a unique body. At the head was placed a cranky, superannuated politician filled with most extreme prejudices against the roads, and entertaining views on public and corporate finances similar to those held by French agrarians, by Dennis Kearney, of California, and Justus Schwab, of New York City. Next in order was a gentleman who had never resided on the line of a tailroad; had not made the operations of our railway system any part of his study. The gentleman at the tail of this remarkable board had, we believe at some period in his career, surveyed the line of a projected road and been active for a short period in the engineer department of another road. Not a man of the three knew as much of the "tricks of the trade" of practical railroading as an intelligent brakeman. They all knew less of the great interest over which they were set, involving not less than \$75,000, 000 of capital, than is known by any division superintendent or

clerk in a freight office. With a Commission so composed, a rickety statute to guide them, and a cranky communist sitting at the head of the table, as legal adviser, is it any wonder that the attempt at railroad regulation in Tennessee has fallen into general contempt? Is it any wonder the courts sent the board into indefi-

nite retirement? We are not of those who believe there are no railroad abuses that should be abolished. We know of many that must be reformed by managers themselves, or the Legislature of the country must intervene to protect the roads and the people from the rascally practices of speculators. Over these abuses a State Legislature can have no more control than it can reform the ourt of Siam. The patchwork meddling of States only complicates the situation, and does neither roads nor patrons any good.

If it is Honest,

Nashville Banner. The Democratic party will not overlook any pledge of the party, or any nominee in this canvass. It goes to the country distinctly committed to the observance fits covenants and clean methods Among these is the creation of an efficient Railway Commission .- World,

"Efficient Railway Commission good. If the World says what means and means what it says, it will join in the general demand for scratching Savage, Gordon & Co. from one THE DEMAGOGUE.

Born at the Wrong End, or He Might Have Become a Bank President or a Robber Manufacturer.

The American. The most deplorable social disorder which can befall a people is a state of nostility between the moneyed-or more properly the business-interests and labor. Capitalists in the strictest sense have but little to do with labor. They collect their interest and only deal with labor indirectly. But a state of hostility between the business men -who may be rich men, with large means—either manufacturers, merchants, planters, bankers, railroad officials, or others using capital-and the laboring people, is a calamity. One reason for referring to this

question now is that a financial pressure-a time of distress-when the laboring people suffer most, is always utilized by demagogues and men with an agrarian spirit to stir the passions and engender hates between the classes. We are but performing a duty to the public when we warm the masses generally termed the labories the champions of their rights to at-tack, in the name of the people, banks, railroads, mapping tures—all men combining capital in the interest of pro gress and money making.

The present canvass will net pro gress far, until this class of men will appear on the stage, pose before the public, and, taking advantage of the social elevation which fermenting polities brings to unworthy people, will stand out as the friend of the laboring man to warn him of the iniquity of corporations, especially of railroads and all manufacturing industries. The motives and purposes of these men we have but little to do with. Semetimes they mean mothing more than to en-gender a prejudice that they hope will, supply a deficiency which it is charity not to mention; but most usually they are life-long and well-authenticated failures soured with the world be cause, having no doubt about their merit, they attach all the blame to people whe have outstripped them and whem they denounce as capital

When these men shall come to pos before the public-as they will do all over this country before the canvass is over-the people appealed to by them this country, more than in any other, capital is the reward of toil. The men whom the upstart points to as thiever whom the upstart points to as thiever and robbers, because they are filling important places in the business world, are most of them, men who started with the upstart, but have simply left him behind. Or, it may be, that they did not start with him; he may have been a rich man's son and college bred, but simply of no account, while they came from the most obscure families. This unstart, seeobscure families. This unstart, see ing others walk away from him, or pass him in the race of life, it in good plight to do the subject full justice.
With this class of men every one getting a large salary for his faithful attention to business is a thief; all combined capital is robbery; wealth is a crime, and their greatest ambition is to engender hates and hostilities between the classes.

A country like ours never has By a law of social life in this country the rich and the poor change with each succeeding genera tion. This upstart was simply born at the wrong time-in an off generation. He ought to remember that his father certainly not farther back than his randfather -was a property holder, pelonged to the class of

in his estimation, are all thieves. Then again, a little thought will leave on his mind this lasting impres-"If I die soon enough to give sion: my son and daughter a fair chance, they, by their industry and good hab-its, will in time be among the rich people, and so my only complaint is that I was born at the wrong time, or I might have been a bank President, a railroad official or a robber manufac turer." Through this entire canvass not one of these misborn fellows will be seen on the stump or in the newspapers, posing before the laboring peo ole, who would not accept the Presi dency of a bank or a railroad, if it were tendered him, and give up his present occupation. And more than that, every mother's son of them helieves he could fill any place on earth if the people would only find it out.

The Policy is Objectionable.

Louisville Courier-Journal. Two years ago, in order to unite the party in Tennessse, in order to restore something of the lost prestige, in order to align it as far as possible with the National Democracy, we willingly surrendered our own opinion concerning the State debt to what was a decision of a majority of the party, and used all our influence for the election of Gov. Bate. For this, certainly, we

have no apology to make. Now the party in Tennessee is in the midst of another canvass. The Republicans have put forward a strong man, an ex-Confederate soldier, as their candidate. They are earnest, organized, aggressive. They mean to win, they hope to win, and, though our confidence in Democratic success is as strong as two years ago, though under any circumstances we will support Gov. Bate just as earnestly, we shall do all in our power now and hereafter to prevent any political blunder, especially a blunder which

will in anywise imperil the State. At this time, above all others, it is necessary to reunite the party, and it cannot be united on the policy as out-lined by the Nashville World. It is making a bitter, a vindictive, an unreasonable war against the railroads, such as will not only array these corporations against us, for which we care little, but which will, before the election, arouse the feeling of the conconservative men in both parties

against us. In short, the policy itself is objectionable, and the people are beginning to see it. The strongest argument against giving the management of the railroads to a commission is furnished by the tariff put out by the Tennessee commission. This tariff, when an-alyzed, showed that it contained discrimination of the most remarkable character, discriminations in favor of articles manufactured by convict labor as against the farmers and free labor.

This, we doubt not, was unintentional. e Commissioners are above suspine; but when it is remembered that they are chosen because they are ignorant of railroads, own no stock in them, and have nothing to do with transportation interests, it strange they blundered.

In a Compact Form, Memphis Avalanche.

The Banner puts the Railway Commission question in a compact form in this paragraph; "We have tried the commission experiment until people all over the State have been convinced of its injurious effect. The commission in Tennessee was the result of hostility to the roads, and was worked up by demagogues, and the nomination of the old Commissioners, headed by a man who has made it his habit and his boast to antagonize railroad interests, is convincing evidence that, under whatever law operating, such a board would only work an injury and retard industrial progress in the State. The people want more railroads; they want to utilize every possible means of building up an enlarged prosperity, of increasing the value of their lands, of securing increased facilities for marketing their products and of developing all of the atent resources of the State. These are far more important considerations than the doubtful expedient of a Rail road Commission, or the making of political capital out of such a question. The general industrial, agriculnessee are of paramount consequence. and any attempt to subordinate these great interests to the claptrap of a pelitical indorsement of a useless and unconstitutional machine, which only ecusumes the people's money without returning any equivalent, is unworthy d support.

arty Pledged to Bespect Vested Rights Pullahoma Guardian.

It is to be regretted that we have a flew men who are unwilling to let well enough alone. One or two of our State exchanges, after a silence of some weeks, are again endeavering to antagonize the railroads. What good these journals hone to accomplish by such a course is not shewn. They demand a Georgia commission law for Tennessee, and which the courts of Tennessee and Mississippi lave, in clear and able epinions, declared cannot be enforced in this State. The railroads of Tennessee have vested rights. In our judgment, no legisla otment-can deprive them of

these rights.

The Democratic party in its State platform distinctly enunciates that the rights of the railreads should be respected, (the same declaration is made in the Coffee County platform.) This will not be done if the Legislaed, (the same declaration is ture enacts such laws as the papers we speak of demand, nor can such laws

If there he any unjust discrimina-tion or extertion by the railroads, let it be prevented by general laws. But it does not follow that such laws shall embrace a commission with powers at will to destroy the revenue of the roads, and, by destroying their value, cut down the revenue the State re-ceives from taxation of these roads and leave the burden on the State and People.

There is much to be said against the

Commission in any form. Certainly the welfare of our party and State de mands a prompt rejection of all extreme measures.

> Civing Rad Advice Nashville Banner.

Having nearly exhausted itself in ts abuse of older and better Democrats, the World, in sheer desperation, tackles the Railroad Commission business with renewed earnestness and extravagance. It insists that every Democrat who does not support the Railroad Commission policy is disloyal. It says there is no use of arguing that the commission system will not do. but that as the party has endorsed the commission in its platform, no loyal Democrat will refuse to vote for it. In other words, although the commission has been pronounced unconstitutional and has proved to be a monumental mistake, no Democrat is to be permitted to take a common-sense view of it and withhold his support from the ridiculous thing without being charged

with disloyalty. . The World, in its rash effort to identify the Railroad Commission with the rest of the State ticket and to hold it up as the test of Democracy, is making another of its big blunders. It seems determined to do all in its power to cripple the Democratic candidate for Governor, and in its blind partisanship and self-interest. continues to injure the party it attempts to boss. Happily for Democracy, the World is coming into disrepute as an organ, and its influence has notably weakened.

Illegal and Void.

-Pulaski Citizen. We have had numerous inquiries as to what candidate for the Legislature is opposed to the Railroad Commission. Many people believe that the commission is damaging the country. While there are reforms necessary, this does not secure them; and, on the other hand, being a menace to railroad interests and a hindrance to railroad building, it does more actual damage than would outweigh any benefits it could possibly confer. An acceptable man in other particulars could secure a warm support in Giles who would announce his opposition to the commission.

Democrats are not bound to respec demand that is in contravention of law. The Railroad Commission is illegal, and has been declared void. and in addition to being the most damaging thing with which Tennesse has been afflicted it is in the nature of contempt. It is therefore disrespectful, unwise, damaging and contumacious to persist in a demand that is in defiance of law.

> Won't Support Them. Winchester Home Journal.

From the very moment the Legislature passed the law creating a Railroad Commission we opposed it as unwise, unconstitutional, inquisitorial and calculated to do much harm, and we note with pleasure a growing sentiment towards our views. It has done much harm and no good, and is foolish extravagance to supply offices for a few men. We hope on election day that every voter opposed to such a commission will erase the names of the candidate from his ticket, as a mark of his disapproval.

How Railroad Commissions Have Operated Elsewhere.

IN OTHER STATES.

The Experience of New York and Michigan Farmers and Business Men.

Nashville Banner.

Reference having been made to the report of the New York Railroad Comssioners by a newspaper hostile to railroad interests in this State, we desire to give the true significance of that

In April of 1883, a bill was introduced in the Senate of the State of New York, providing for a regulation of the freight charges of railroads in that State, and especially for adjusting local freight rates on a pro rata basis of through rates. This bill was referred to the Board of Commissioners, which immediately prepared a circular call-ing for all facts, opinions and sugges-tions in relation to the propriety of the adoption of the bill, or of any proposed amendment to the railroad laws of the

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Twelve thousand of these circulars were sent to granges, agricultural so-cieties, farmers, dealers, produce dealers, boards of trade and other commercial bodies, railroad companies. business firms and manufacturers. great many responses were returned, and opinions and suggestions were presented from every conceivable tandpoint,

After an intelligent, painstaking, impartial and exhaustive investigation of the subject, the board advised against the bill as proposed or as amended in any of the communications to the board, and, furthermore, took the broad ground that no specific rate-fixing legislation could be recommended, and suggested that the remedy tor alleged abuses lay properly in re-formatory action taken by the rail-roads themselves for their own in-terest in perfecting pleasant and mu-tually profitable relations with their

The reasons which warrant this conclusion are incorporated in the numerous reports and arguments presented to the board, and the decision is also justified by the lamentable failures made by States which attempted such regulations of freight rates. Mr. H. L. Howe, of Oswego, who ships 50,-000,000 pounds of freight each year, and whose interest calls for the lowest rates, voiced the opinion of many business men, who alike are after the cheapest rates, when he said: "The question of freight rates should be left to be handled by those directly in-terested, like all other business, upon business principles, as they must be influenced largely by circumstances and conditions surrounding and neceasarily entering into the varied trans-actions, and cannot be controlled by any arbitrary fixed rule."

The Michigan Commissioner expresses the same truth in his report of 1880, as follows:

It is certain that no rates can be made of universal application to all roads of universal application to all roads alike without working the grossest injustice and hardship. The consideration of cost of doing the business enters so largely into the question of rates, while the conditions of roadbed, graduate and character of line generally have so much influence in determining the cost on each particular road, that it is not at all certain that the interests of the public and the corporations will not be the best promoted by leaving the great principle of "supply and demand" to regulate the price of railroad transportation the same as it does that of the commodities car-

The principle applies to the work and interference of a commission as well. No commission as well. regulate matters which depend upon the contingencies of varying circumstance, trade and competition, which variously affect each line of road. Minnesota tried that experiment, and the rates prescribed by the commission produced such new and unheardof discrimination the whole law was speedily repealed. Michigan tried it. and it was found so utterly impracticable the law was disregarded by the railroads with the consent of the peo-Ohio has such a law, and it is a dead letter which nobody observes. The miserable failures in other States would greatly lengthen the list.

Although the New York Board speak from an interested standpoint, and would naturally endeavor to magnify the value and necessity of a commission, the whole tenor of their report is opposed to the policy of interference, such as is contemplated by the present law in Tennessee. Yet no outside evidence is necessary to show this. The attempt in this State is acknowledged to be a monumental failure. The law creating a commission in Tennessee is an absurdity which is under the ban of judicial condemna-tion, and to elect Commissioners under it would be equivalent to electing without law.

THE Railway Commission of Mississippi received another black eye yesterday in the court at Jackson, the injunction against the commission, brought by the Yazoo & Mississippi Valley Company, being sustained by Chancellor Peyton, who held that the law is unconstitutional and void. The case goes to the Supreme Court of the State for final adjudication. It will be necessary for the State Legislature to get up an easy kind of a law for the benefit of the Commissioners, so they will have little to do except to draw their salaries.-Memphis Ledger.

Ditto Tennessee. The laws in both States are about the same in substance, and both have been declared unconstitutional. Salaried officers without work is evidently the aim and desire of the politicians. Nothing else under the sun induces them to their demagogic warfare on the railroads.

Unless the Democratic party of Tennessee is a revolutionary party, it must abide the decision of the court on the commission question; that is, the question being in the Supreme Court of the United States—the decision of the lower court being adverse to the constitutionality of the lawthe Democratic party, unless it is revolutionary, can't afford to inaugurate a system which would be a mensee to the courts, until this decision is reversed. Simply good citizenship demands that the question remain in abeyance until the higher court de-

cides the question. To proceed now to create a commission-unless it is advisory, and which is not objectionable if the people are willing to pay for it-leads to two things: Another restraining order and then a heavy draft on treasury to pay a commission for waiting to see what the court will do.

Tennessee Democracy can't afford this sort of sport.-American.

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